

WATERWAYS ASSOCIATION PLAN IS ON EVE OF CONSUMMATION



**Delegates to Big Con-
vention Jubilant Over
Outlook**



**WARM WELCOME
TO NOTED GUESTS**

Received at Fort Monroe by
Army and Navy—Preliminary
Meeting at Jefferson—Mayor
Gaynor in City for Address
To-Day—Many Disting-
uished Men Here

Freighted with the hope of an early dawning of the day of success for the great plan of safe and speedy transportation of the water-borne commerce of the Eastern States, the Atlantic Deepwaterways Association launched its annual session with an informal reception at the Jefferson Hotel, last night.



from the classic shades of Back Bay, from the busy towns along the Merrimac, from the metropolises of the Western Hemisphere, from the Keystone State, from every city on the seaboard of the Atlantic as far as Florida, came the delegates. Mayors of New England municipalities join with the president of the Board of Trade of Jacksonville, Fla., in the movement which has for so long been the dream of those who would help to take a long step for commercial and humanitarian betterment.

Success in Sight.

Not since the day in the city of

PRESIDENT J. HAMPTON MOORE.

WORK OF ENGINEERS IS NEARLY COMPLETE

Plans, Routes and Cost of IntraCoastal Waterway Will Be Ready for Report to Congress

Wilmington, when the raven of a great intra-coastal waterway perched upon the bust of opportunity on the chamber door of the Atlantic seaboard—there to sit forevermore—had there been such a definite promise of the consummation of the achievement. Delegates who spoke last night—members of Congress from half a dozen States, Mayors of thriving cities, representatives of industrial and commercial organizations, expressed the belief that the time of the har-

at Its Coming Session—Official Statement Is Made.

Official notification is given by W. H. Bixby, Chief of Engineers of the War Department, that he expects to be able to transmit to Congress in time for action during its next session a complete report on all sections of the proposed intracoastal waterway. This includes all divisions of the work, embracing the entire proposition from Boston, Mass., to the Mexican-Texas line on the Gulf of Mexico.

This is the good news, which President Taft has been waiting for.

probable commercial interests involved and the propriety of construction of such work at the expense of the United States.

6. The reports on the three divisions of the intercoastal project mentioned above, as having been received from the three special boards have already been referred to the board organized in pursuance of the law just referred to, and which is known as the "River and Harbor Board," but known sometimes as the "Board of Review."

hand. With the year or two, predicted one speaks of actual work will be begun on those parts of the plan which embrace water communication between Baltimore and New York, and again running south from Norfolk, Va., to New Orleans.

Pictures of the 14 navigable rivers along the seaboard now independent streams, joined together in one bond, along which will travel huge vessels carrying the commerce of the people, it would be inaccurate to use the term "nourishing main," for the main over which the Atlantic Deeper Waterways Association hopes to transport the

Atlantic Deepener Waterways Association last night. He announced that the Engineer's report will be read at this morning's session. It will prove a source of much gratification that the work has progressed so far.

The report of Mr. Bixby is as follows:

War Department,
Office of the Chief of Engineers,
Washington, D. C., 11-11-11.

My Dear Mr. Moore.—I. Many thanks for the compliment of your renewed interest in the matter presented October 17-20 at the Richmond conference. The Atlantic Deepener Waterways Association date its recommendations, and the matter will then be in shape for consideration by me and submission to Congress.

The work involved in the surveys and in preparation of the plans and estimates directed by Congress for these Intracoastal Waterways is great in amount and important in character, and the submission by the special board of experts of the last date would not have been consistent with careful investigation as is merited by the character and magnitude of the project.

I am glad to be able to say to you in fact it is the aim to get rid of the bound.

Rapidity of Movement.

The growth of the movement has even surprised some of its most ardent friends, and, as one speaker said, there has never been a deserter. It is a fact from the manner in Wilmington to a convention with representation of 550 delegates—not including members of their families—before the meeting begins, as was the case last night. But the span is but six or eight years.

that the reports as received show careful consideration of the matter and that I now expect to be able to report to Congress in time for action during the present session a complete report upon the investigation of the wreck of the train on Massachusetts to Texas, inclusive.

With best regards,
Very respectfully,
(Signed) W. H. BIXBY,
Hon. J. Hampton Moore, President Atlantic and Pacific Railroad Association, Crozer Building, Philadelphia, Pa.

CARS BADLY TORN UP

One Dead and Thirty Injured in Wreck of Passenger Train.

Mobile, Ala., October 17.—One dead and thirty injured are the total casualties in the wreck of a passenger train on the New Orleans, Mobile and Chicago Railroad, near McLaughlin, Miss., this morning. The express man, George W. Singer, was badly crushed by the express car turned over, and died instantly after the accident. Most of the injured are passengers, and many cuts, sustained by broken glass. The cause of the wreck is not known.

At McLaughlin, on the Gulf coast, it is said, being dangerously hurt, were

the express men, interested in the organization formed for commercial purposes. They are interested, the men and women who seek to save human lives are interested. Better than all, the average is beginning to be interested.

During the last years of service in Congress, said the representative James A. Goulden, of New York last night, he was not properly supported in his plans for waterway improvement, even by the officials of the greatest city in the country. Yet today, in Richmond, the metropolis of the South, the men of the Empire State gathered for the most important convention for the advancement of commerce and prosperity in the history of the East. The speaker said they are the best men he could find. They are here—forty-five of them. Mayor William J. Gaynor, who arrived at 11 o'clock last night, named ten men, including the city's clock commissioner. To make sure of the proper representation would be on hand, the Mayor named his appointees as follows: The name others if any could not go.

The controversy between Boston, Mass., and Newport, R. I., second board was assigned a similar duty with respect to that portion between the two cities, through Fla., and also as to the proposed inland route across the State of Florida; while at the same time along the proposed waterway along the coast of the Gulf of Mexico. Colonel William C. Black, Colonel Dan C. Kingman and Lieutenant-Colonel L. B. Beach, Corps of Engineers, are the senior members of the three special boards which will report to the first special board has completed its investigations and has submitted to the War Department its plans, estimates and recommendations. The War Department is now studying the recommendation of a waterway between Bos-

taken to Beaumont, Miss. The train consisted of engine, baggage car and coaches, was making about twenty-five miles an hour when it suddenly left the track and rolled down a embankment. All of the cars were badly torn up.

BINGHAM'S BAND.

The city of Troy, with a delegation of eighty, was full of the movement that it brought to the moving of Bingham's—which will remain through the convention.

In Congress from New York commenced the same fact—the growing public interest among those in official life, and the metamorphosis which has taken place within the past year or two.

The formal opening of the convention will not take place until this morning. It is the custom to have informal gatherings on the night preceding at which views are exchanged

DENIAL BY WICKERSHAM

Has Made No Statement Regarding Trusts' Reorganization Plan.

Omaha, Neb., Sept. 10.—Attorney General George W. Wickersham this evening denied that he had given out an statement indicating what the Department of Justice might take relative to the reorganization plan an-

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